

BookletChartTM

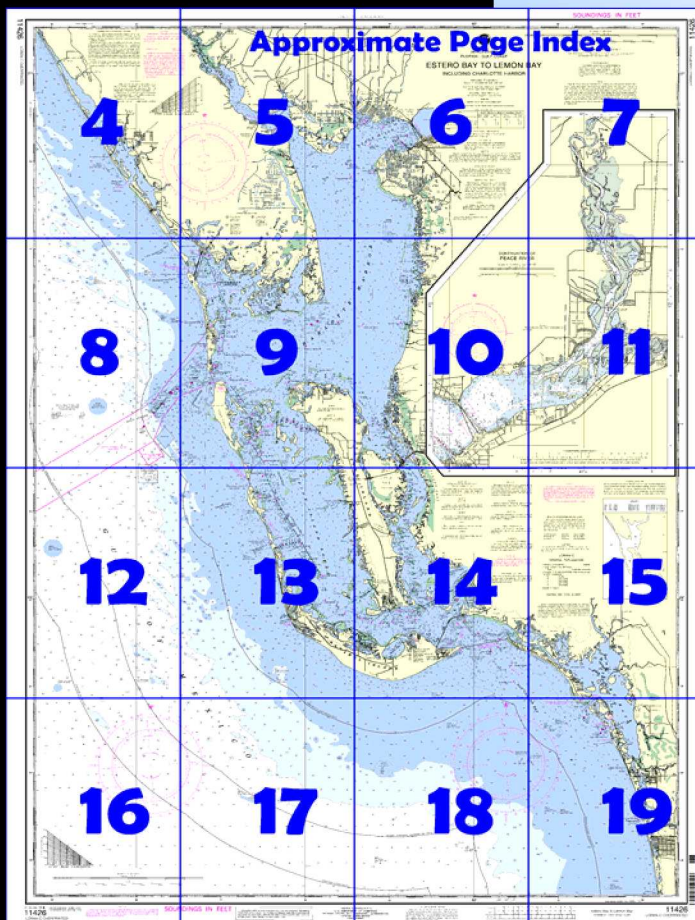
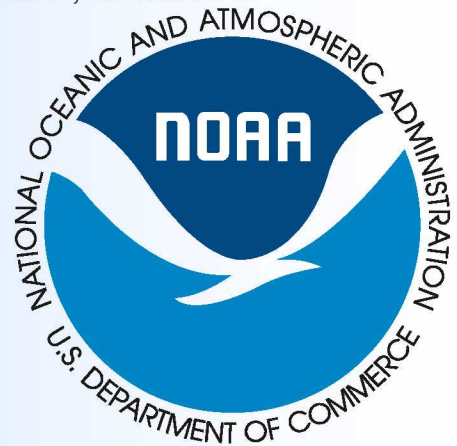
Estero Bay to Lemon Bay, Including Charlotte Harbor

(NOAA Chart 11426)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

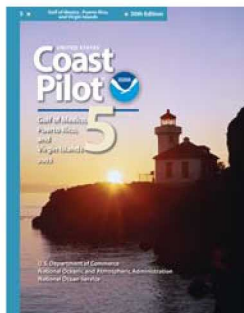
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 4 excerpts]

(225) **San Carlos Bay** is filled with shoals on which the depths vary between 1 and 6 feet. The bay and adjacent waters are frequented mostly by small vessels and yachts.

(229) A channel leads from the Gulf of Mexico through San Carlos Bay to Punta Rassa. The centerline depth was 10 feet from the Gulf to Punta Rassa. Lights and daybeacons mark the channel.

(230) **Matanzas (Estero) Pass**. Small vessels find secure anchorage inside the pass. A

channel, marked by lights and daybeacons, leads from San Carlos Bay through Matanzas Pass to a turning basin off the shrimp terminals on San Carlos Island. The depth was 8.1 feet to Light 9, thence 10.1 feet to the Route 865 bridge, and thence 5.6 feet to the basin with 7.0 to 8.8 feet in the basin with lesser depths along the edges. Local knowledge is advised.

(231) A **slow no-wake speed limit** is enforced from Daybeacon 11, at the SE end of San Carlos Bay, to ESE of Daybeacon 28, in Matanzas Pass.

(232) The highway bridge that connects San Carlos Island with the mainland has a 31-foot fixed span with a clearance of 6 feet.

(233) **Fort Myers Beach Coast Guard Station** is on San Carlos Island near the N end of the bridge from Estero Island.

(234) There are small-craft facilities in the vicinity of the bridges that connect the N end of Estero Island with San Carlos Island and San Carlos Island with the mainland.

(235) A channel, marked by poles and daybeacons, leads E from Light 9 to a marina at the NW end of the highway bridge connecting San Carlos Island with the mainland. The bridge has a clearance of 6 feet. The channel had a depth of 4 feet, but local knowledge was recommended.

(240) **Fort Myers Beach** is a winter resort with numerous small-craft facilities.

(241) **Punta Rassa** has a marina where berths, gasoline, water, marine supplies, are available. The depth in the approach was 3 feet with 4 to 6 feet alongside. Launching ramps are available close S of the marina.

(242) **Sanibel Island Causeway** has three bridges. Bridge "A," has a clearance of 26 feet at the center. Bridge "B" has a clearance of 9 feet. Bridge "C" has a clearance of 26 feet.

(243) A channel along the NE side of Sanibel Island from Point Ybel to Pine Island Sound had a depth of 9 feet. The channel is marked by lights and daybeacons.

(244) A marina in the basin a mile W of Point Ybel has berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp. Depths of 5 feet were in the approach channel and basin. There is a public boat ramp 500 yards W of the marina entrance.

(281) Route 78 bridge connects Pine Island, Little Pine Island and West Island with the mainland. The section of the bridge between Little Pine Island and West Island has a clearance of 4 feet and the section of the bridge between West Island and the mainland has a clearance of 9 feet. Gasoline, water, ice, marine supplies, launching ramps, and engine repairs can be obtained at the piers near the bridge.

(286) **Blind Pass** is unmarked and subject to change. The pass was bare and impassable.

(288) **Redfish Pass**. This channel is winding and difficult, with strong currents and frequent changes in depth and position. The pass should not be attempted without local knowledge. The depth was 6 feet.

(289) **Captiva Pass**. The channel is unmarked and subject to change, and local knowledge is required to carry the best water. The pass has 6 feet of water. A visible wreck was in the entrance channel. Fair anchorage is available for small boats in **Safety Harbor**. The depth inside the harbor is 5 feet, but only small craft drawing 2 feet can enter. The holding ground is good, and the anchorage is well protected.

(296) **Channels**. The Federal project for Charlotte Harbor provides a channel 32 feet deep from the Gulf to Port Boca Grande. The channel is marked by a **035.8°** lighted range and other aids to navigation.

(297) A natural channel, marked by lights and daybeacons, leads from deep water at Port Boca Grande through Charlotte Harbor to the mouth of Peace River. The depth in the channel was 9 feet.

(300) Numerous floating piles have been in Charlotte Harbor and adjacent waterways, and in Boca Grande Channel and its approaches.

(301) The ebb current, which is said to attain occasionally an extreme velocity of 3 to 4 knots, depending also upon the force and direction of the wind.

(317) A channel leads from the river to a marina at the NW end of town. The channel is marked by a light and daybeacons. The midchannel depth was 5.9 feet thence 6 to 8 feet in the turning basin. The marina has berths with electricity, gasoline, diesel fuel, water, ice, sewage pump-out, and marine supplies.

(319) A marina, on the S side of the river 1 mile E of the bridge, has gasoline, water, ice, and marine supplies. A privately marked channel, with a depth of 3 feet, leads to the marina.

Table of Selected Chart Notes

NOTE E
Jug Creek channel is marked by private markers.

NOTE O
The daybeacons are private and positions are approximate.

NOTE N
The channel is marked by private daybeacons numbered "2" thru "16". The controlling depth was 2 feet in 1981.

Corrected through NM Mar. 07/09
Corrected through LNM Mar. 03/09

HEIGHTS
Heights in feet above Mean High Water.

NOTE P
Many of the tributaries of Peace River are marked by private aids.

NOTE J
Hydrography and shorelines in this area are subject to continual changes.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE K
The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of channel location and depth. The channel is marked by private aids.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE H
The channel is subject to frequent changes. Channel marked by private aids.

For Symbols and Abbreviations see Chart No. 1


NOTE C
Strong cross currents are encountered especially during ebb of spring tide between daybeacons "2A" and "8".

NOTE F
The channel is marked by private daybeacons. The controlling depth was 5 feet reported in 2002.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Fort Myers, FL	WXK-83	162.475 MHz
Sarasota, FL	WWG-59	162.40 MHz
Naples, FL	WWG-92	162.525 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.260' northward and 0.679' eastward to agree with this chart.

NOTE L
BRIDGE INFORMATION
A SWING BRIDGE
HOR CL 81 FT
VERT CL 9 FT
B FIXED BRIDGE
HOR CL 48 FT
VERT CL 15 FT
(AT CENTER)
OVHD PWR CAB
AUTH CL 35 FT
C FIXED BRIDGE
HOR CL 48 FT
VERT CL 7 FT
(AT CENTER)
OVHD PWR CAB
AUTH CL 27 FT

NOTE B
INTRACOASTAL WATERWAY
(Charts 11425, 11427)
The project depth is 9 feet from Caloosahatchee River to the Anclote River, Florida. The controlling depths are published in the U.S. Coast Guard Local Notice to Mariners.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) o (Approximate location)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addressees of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

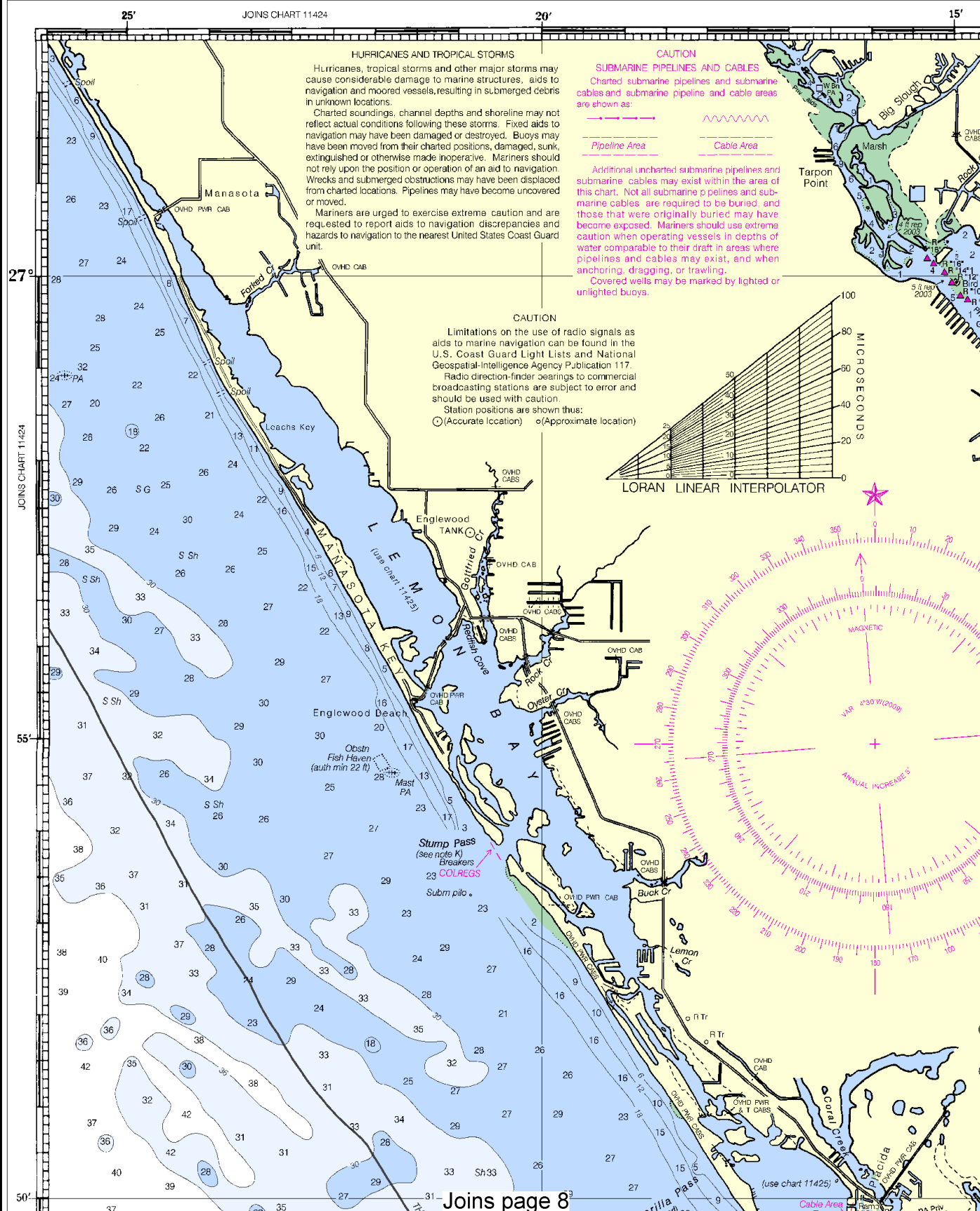
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Ybel	(26°27'N/082°01'W)	2.6	2.3	0.5
Port Boca Grande	(26°43'N/082°15'W)	1.7	1.4	0.4
Punta Gorda	(26°56'N/082°04'W)	1.9	1.5	0.3
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov .				
(Mar 2009)				

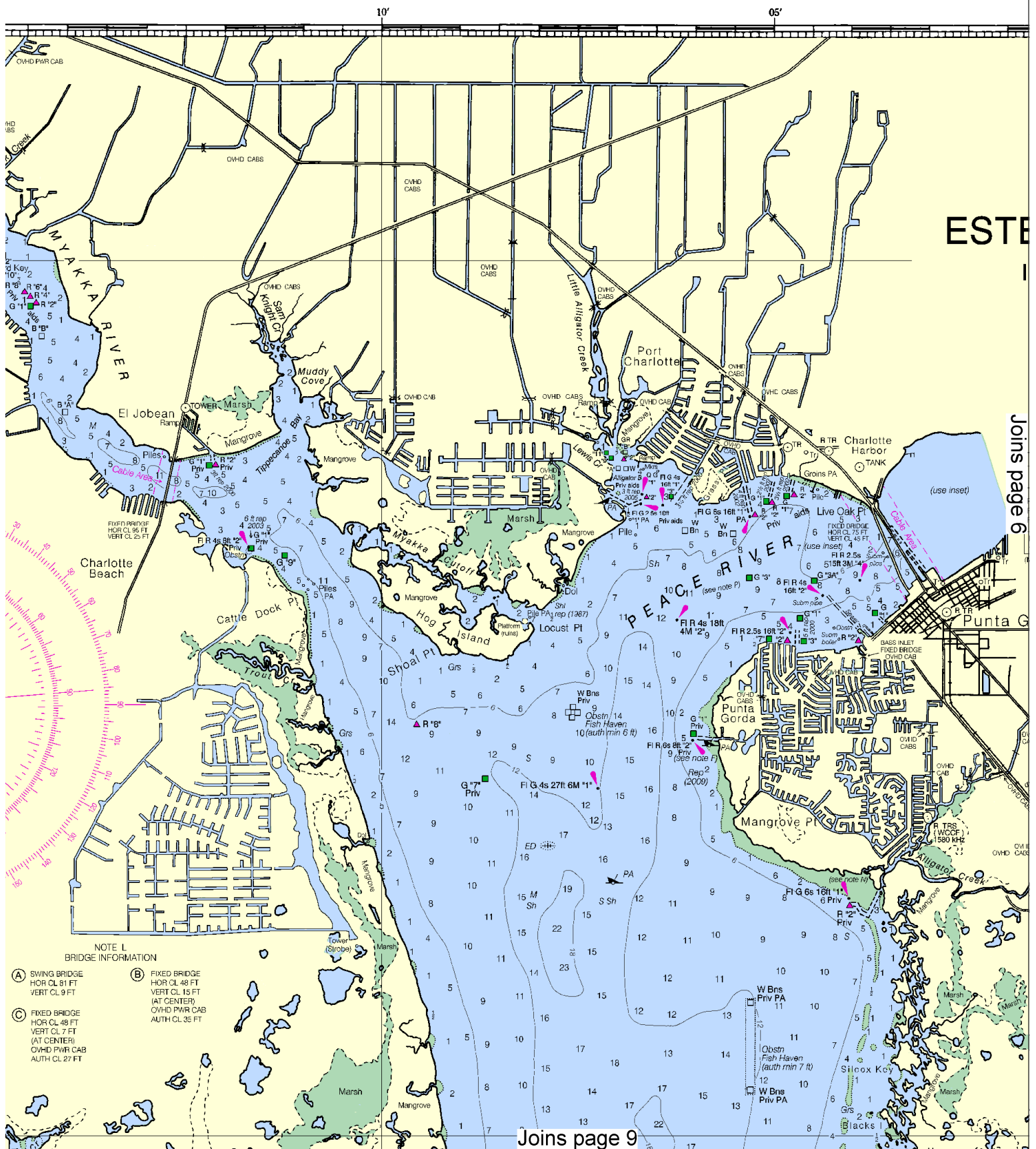
11426

LORAN-C OVERPRINTED

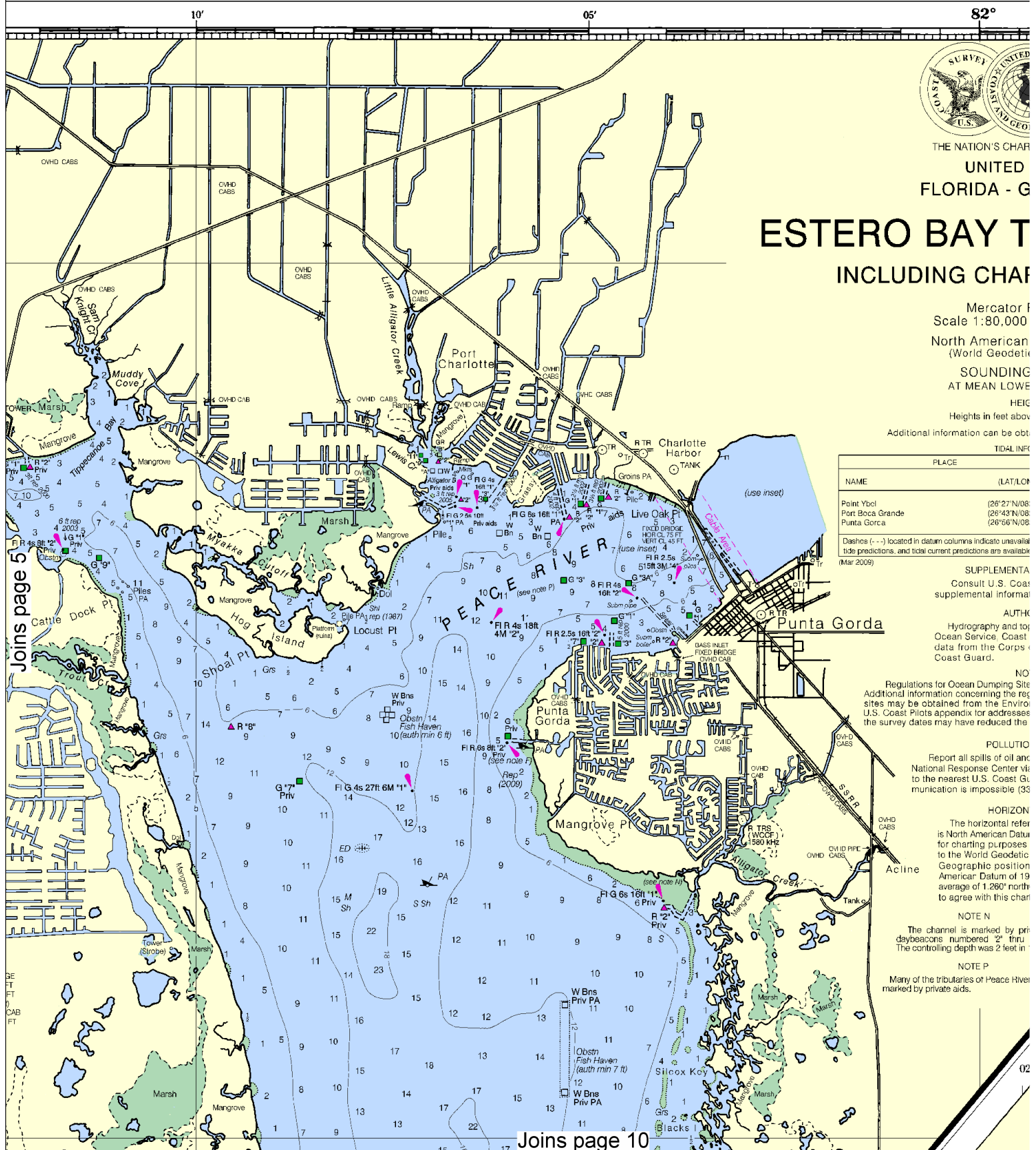


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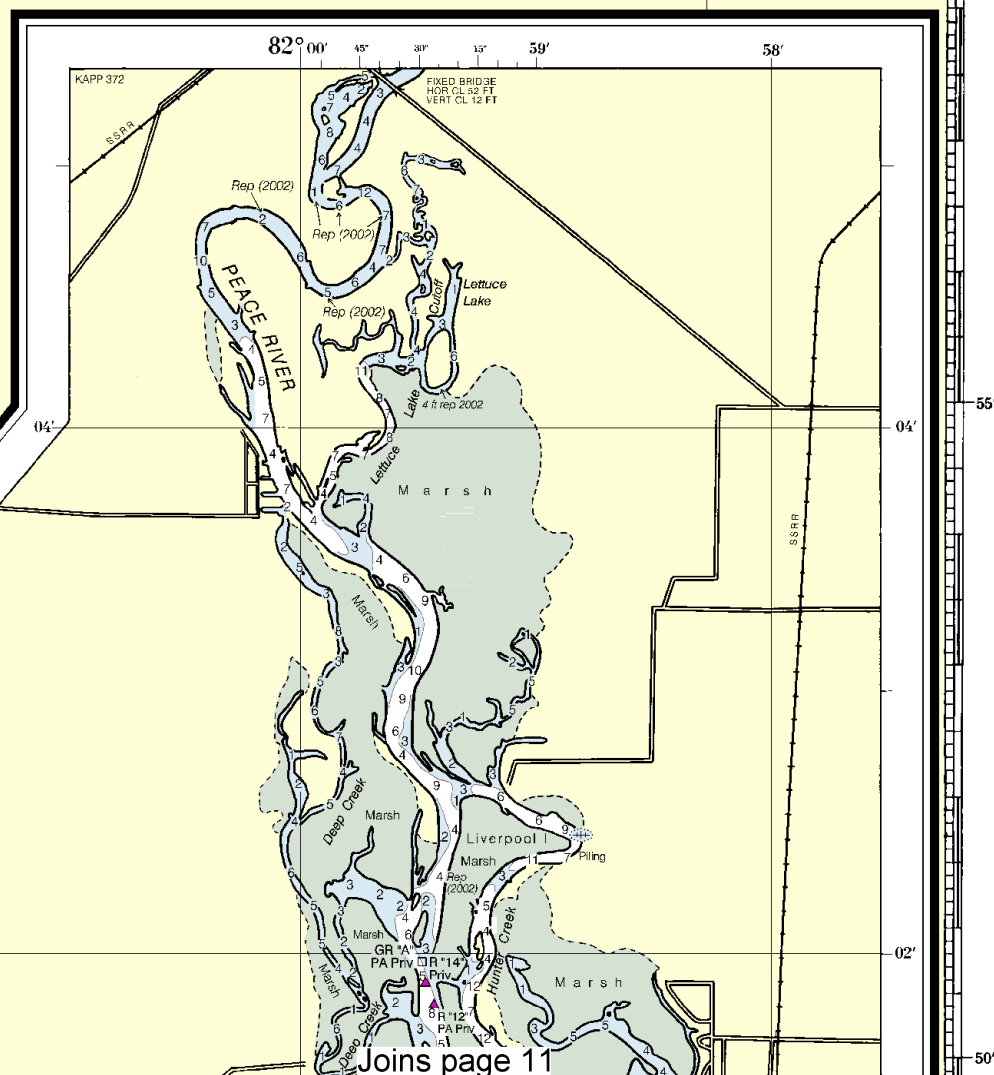


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



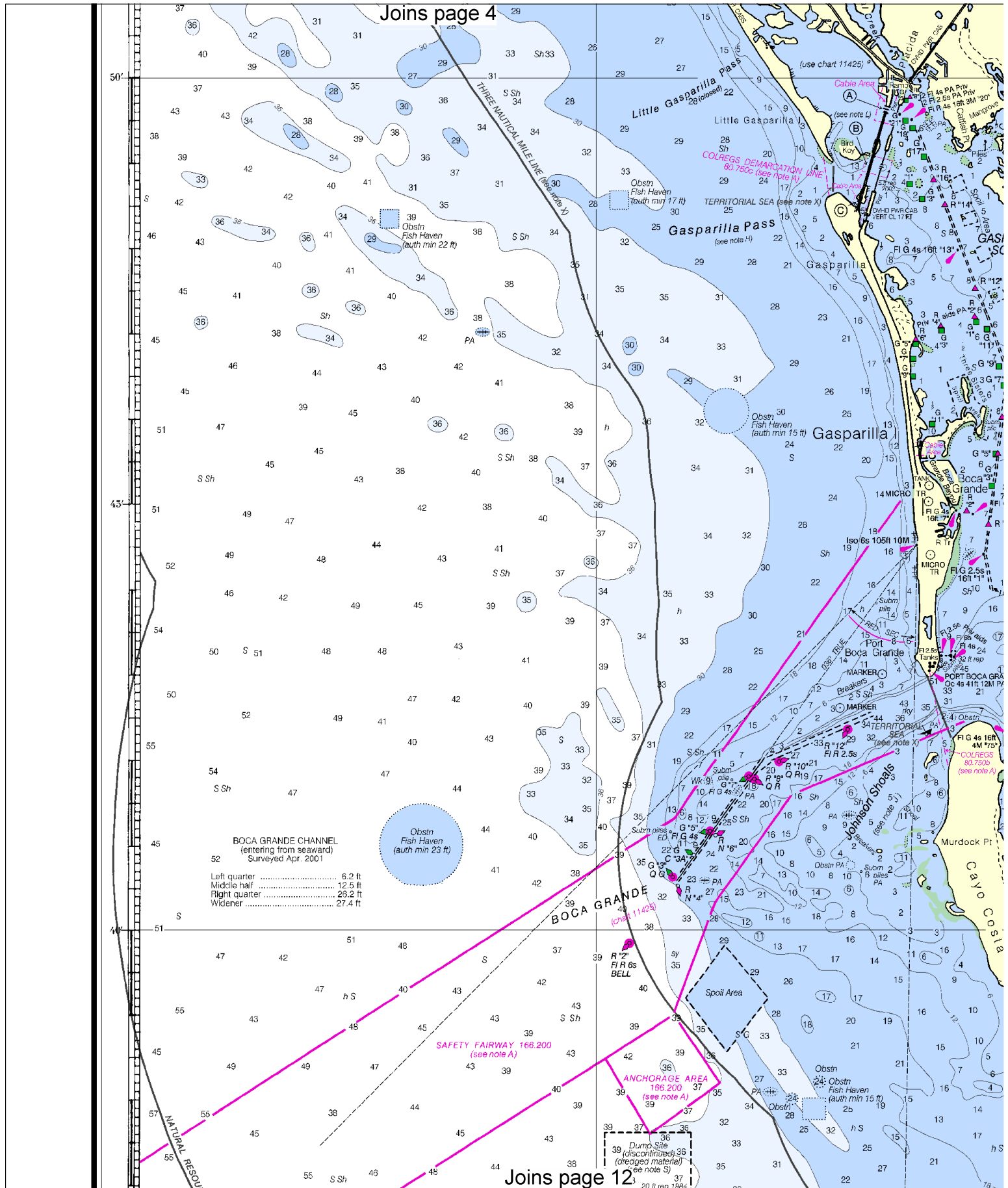
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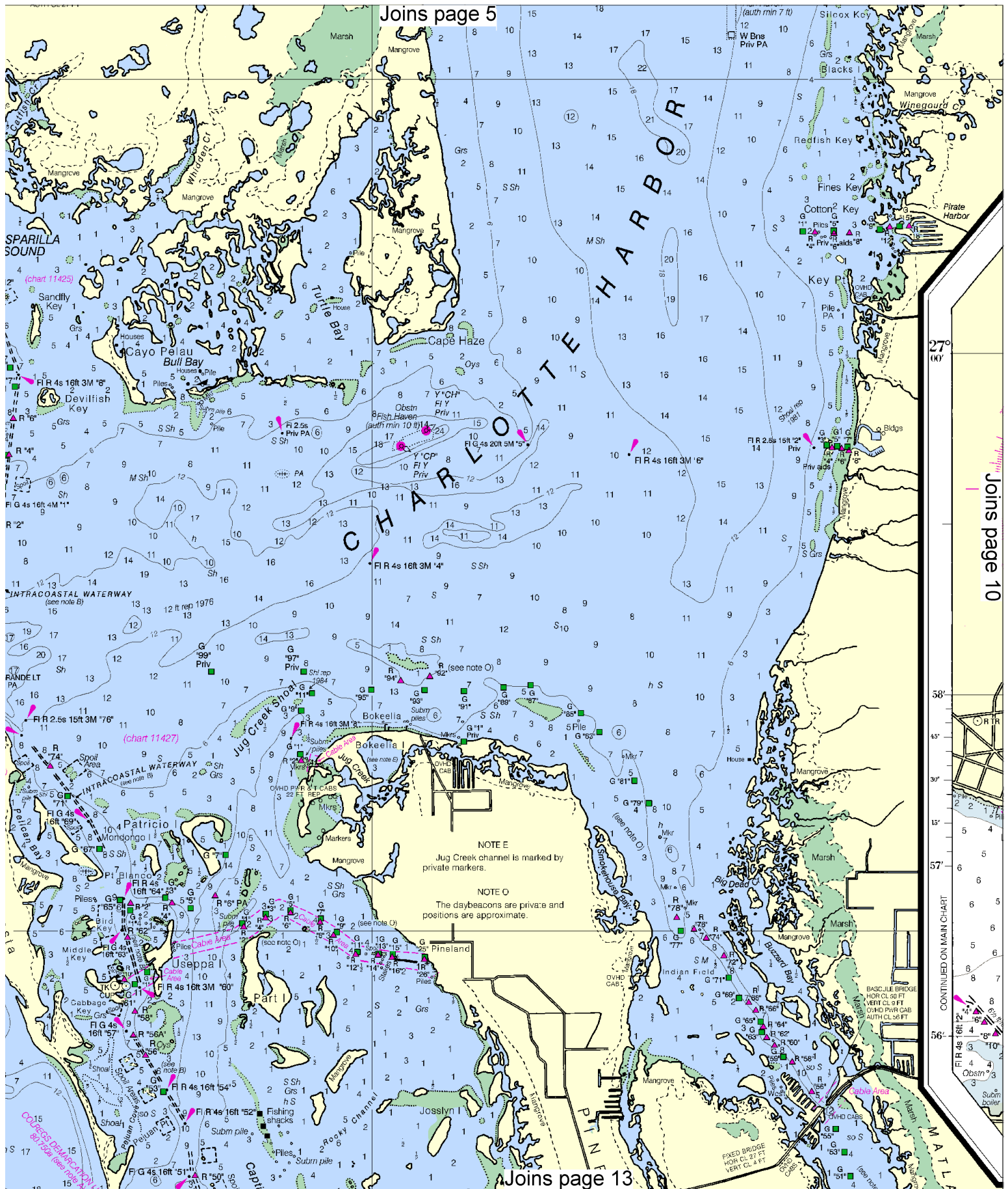




Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

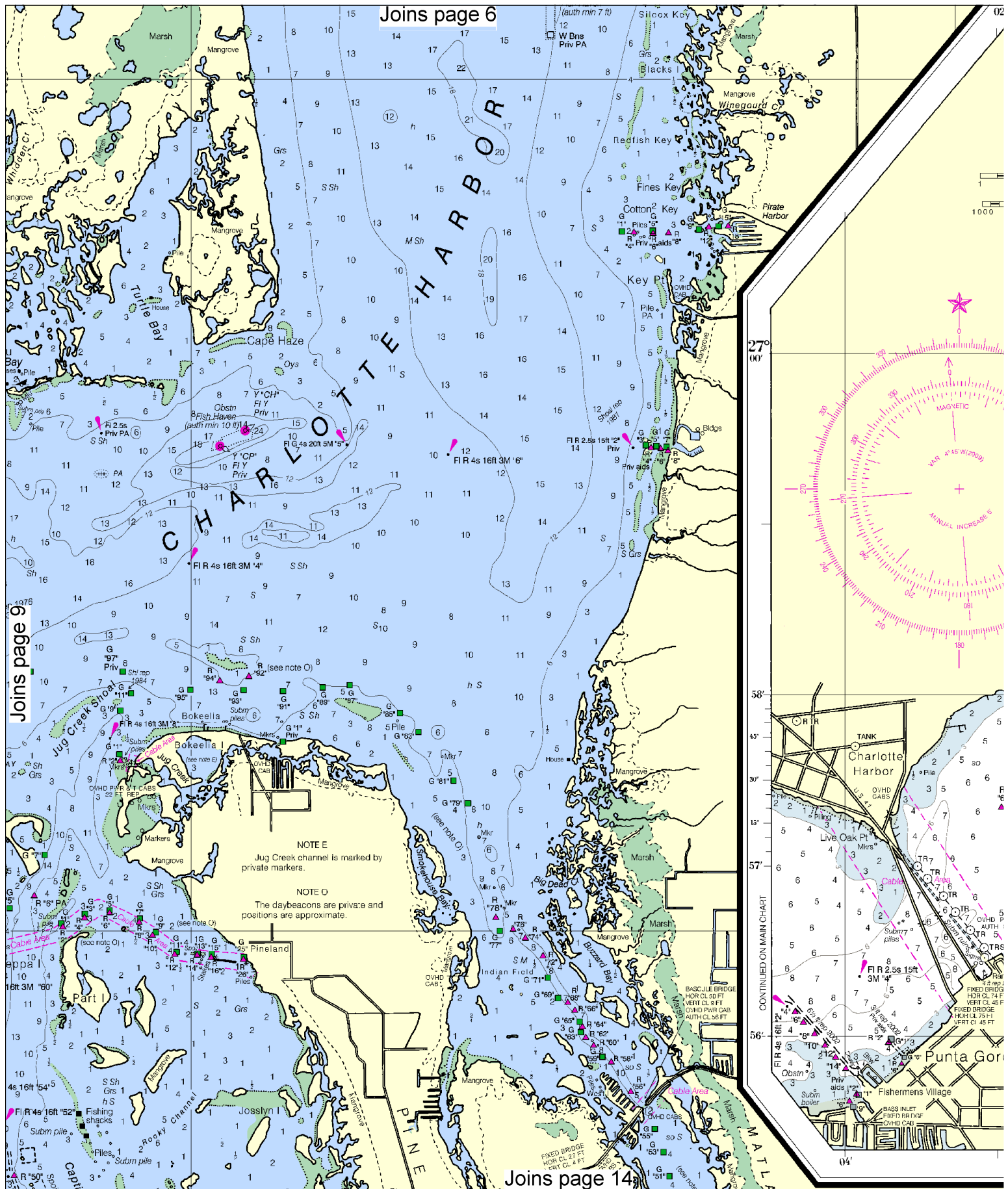




Joins page 5

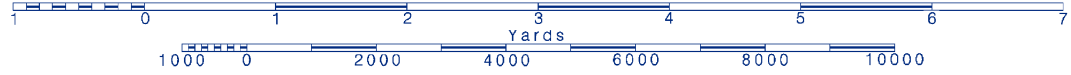
Joins page 10

Joins page 13



Printed at reduced scale. SCALE 1:80,000

See Note on page 5.



CONTINUATION OF PEACE RIVER

Scale 1:40,000 at Lat. 26°36'

Nautical Miles
Yards

NOTE Q
The daybeacons are private and positions are approximate.

LOGARITHMIC SPEED SCALE

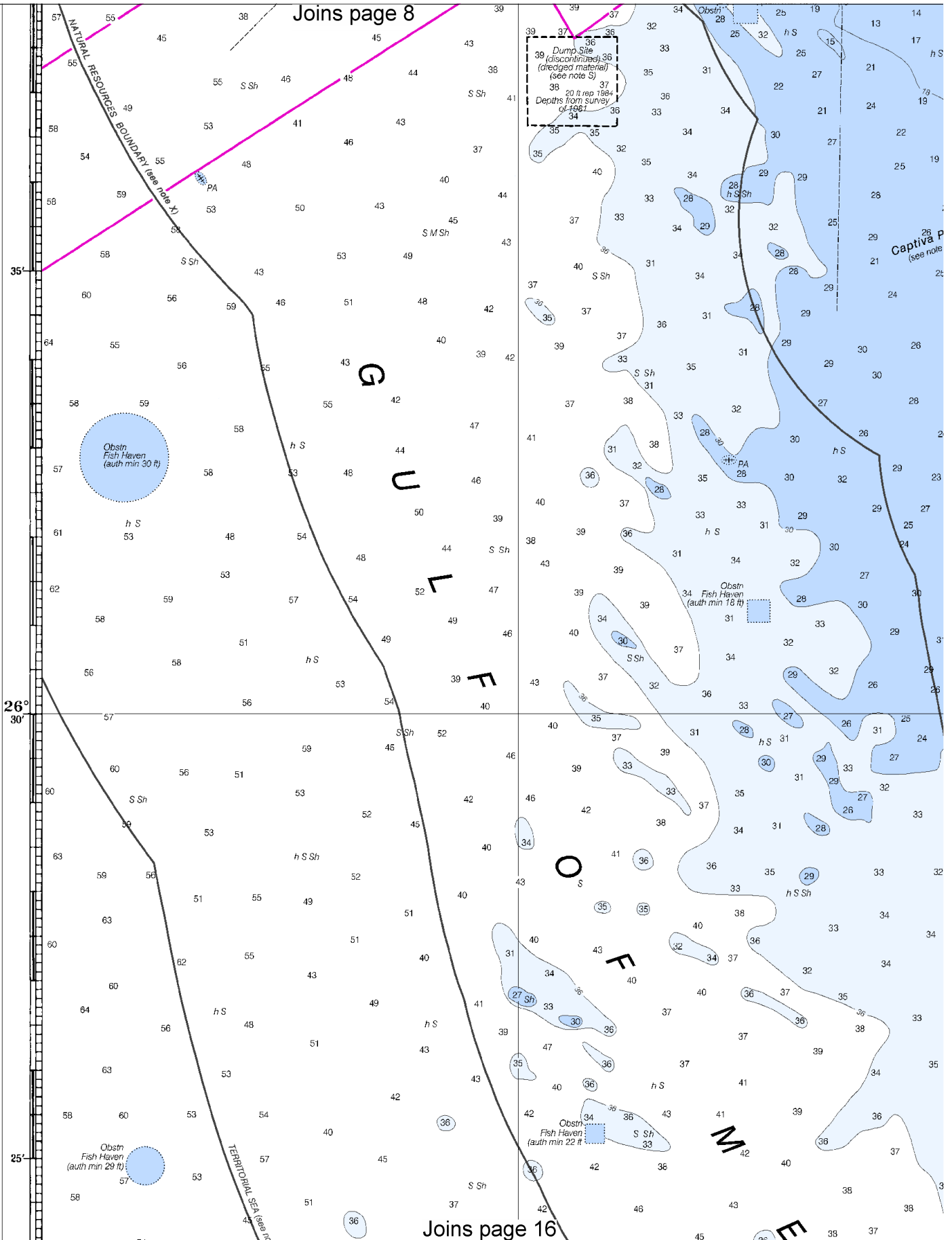
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 7

Joins page 15

Joins page 15

Joins page 8



Joins page 16

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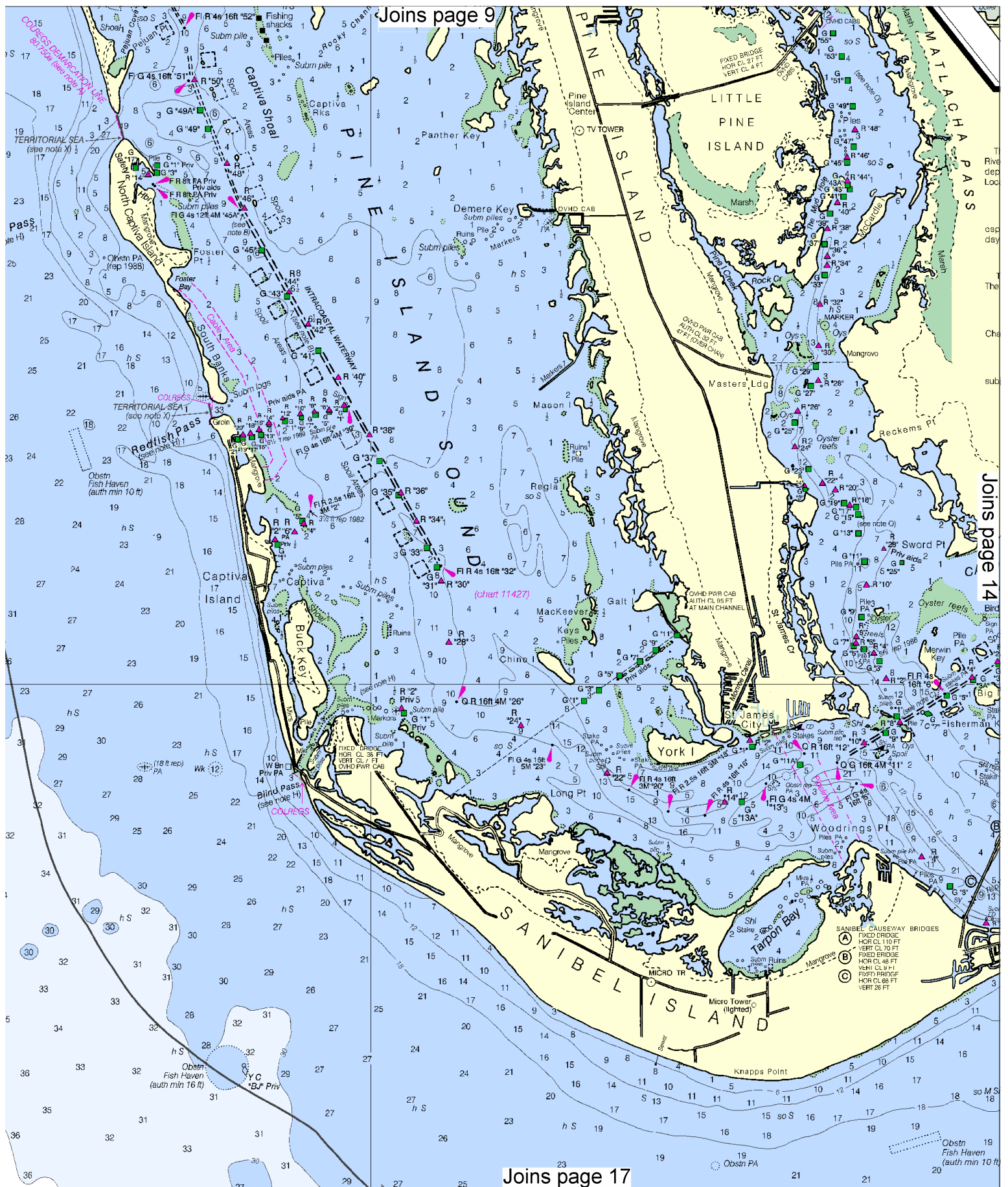


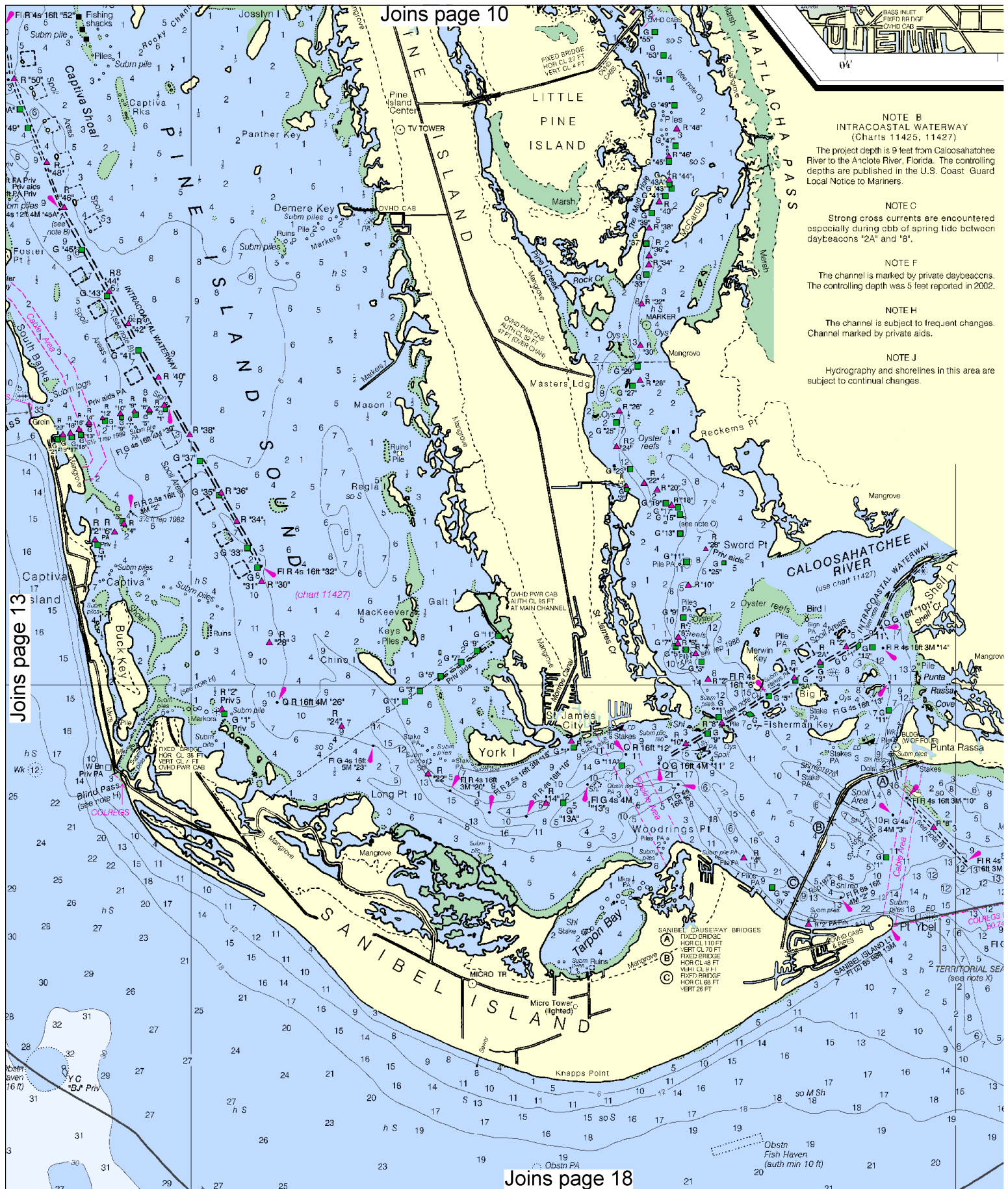
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







Joins page 10

NOTE B
INTRACOASTAL WATERWAY
(Charts 11425, 11427)
The project depth is 9 feet from Caloosahatchee River to the Anclote River, Florida. The controlling depths are published in the U.S. Coast Guard Local Notice to Mariners.

NOTE C
Strong cross currents are encountered especially during ebb of spring tide between daybeacons "2A" and "8".

NOTE F
The channel is marked by private daybeacons. The controlling depth was 5 feet reported in 2002.

NOTE H
The channel is subject to frequent changes. Channel marked by private aids.

NOTE J
Hydrography and shorelines in this area are subject to continual changes.

Joins page 13

Joins page 18

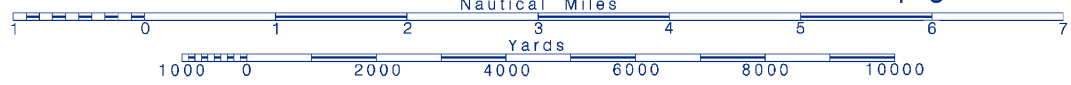
14



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



To find SPEED, place one point of dividers on distance scale and other point on minutes run. Without changing divider spread, place one point on 60 and left point will then indicate speed.

Joins page 11

On minutes run. Without changing divider spread, place one point on 60 and left point will then indicate speed.

1 nautical mile run in 15 minutes, the speed is 16.0 knots.

02' 45' 30' 15' 01' 82° 00' 58'

NOTE K

The natural channel location through Stump Pass is subject to continuous change in alignment and depth. DO NOT NAVIGATE in or through the area without absolute knowledge of channel location and depth. The channel is marked by private aids.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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Sarasota, FL	WWG-59	162.40 MHz
Naples, FL	WWG-92	162.525 MHz

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL

7980.....79,800 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

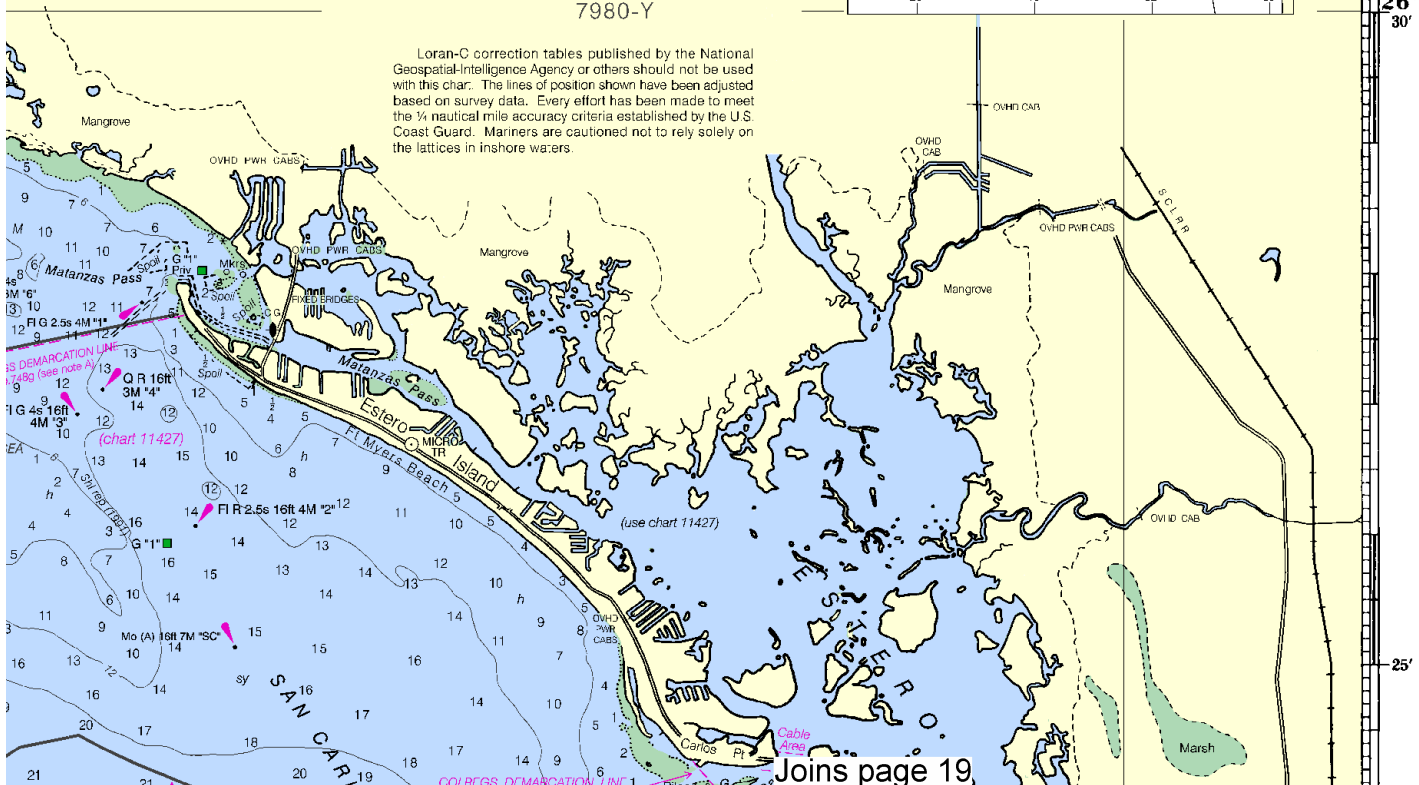
M.....	Master
W.....	Secondary
X.....	Secondary
Y.....	Secondary
Z.....	Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

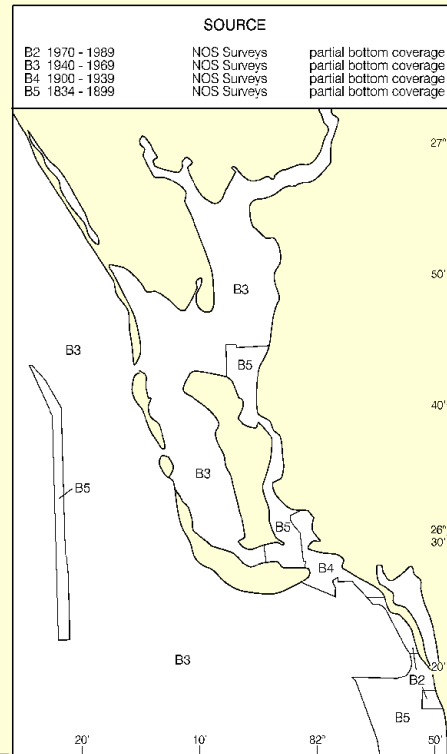
7980-Y

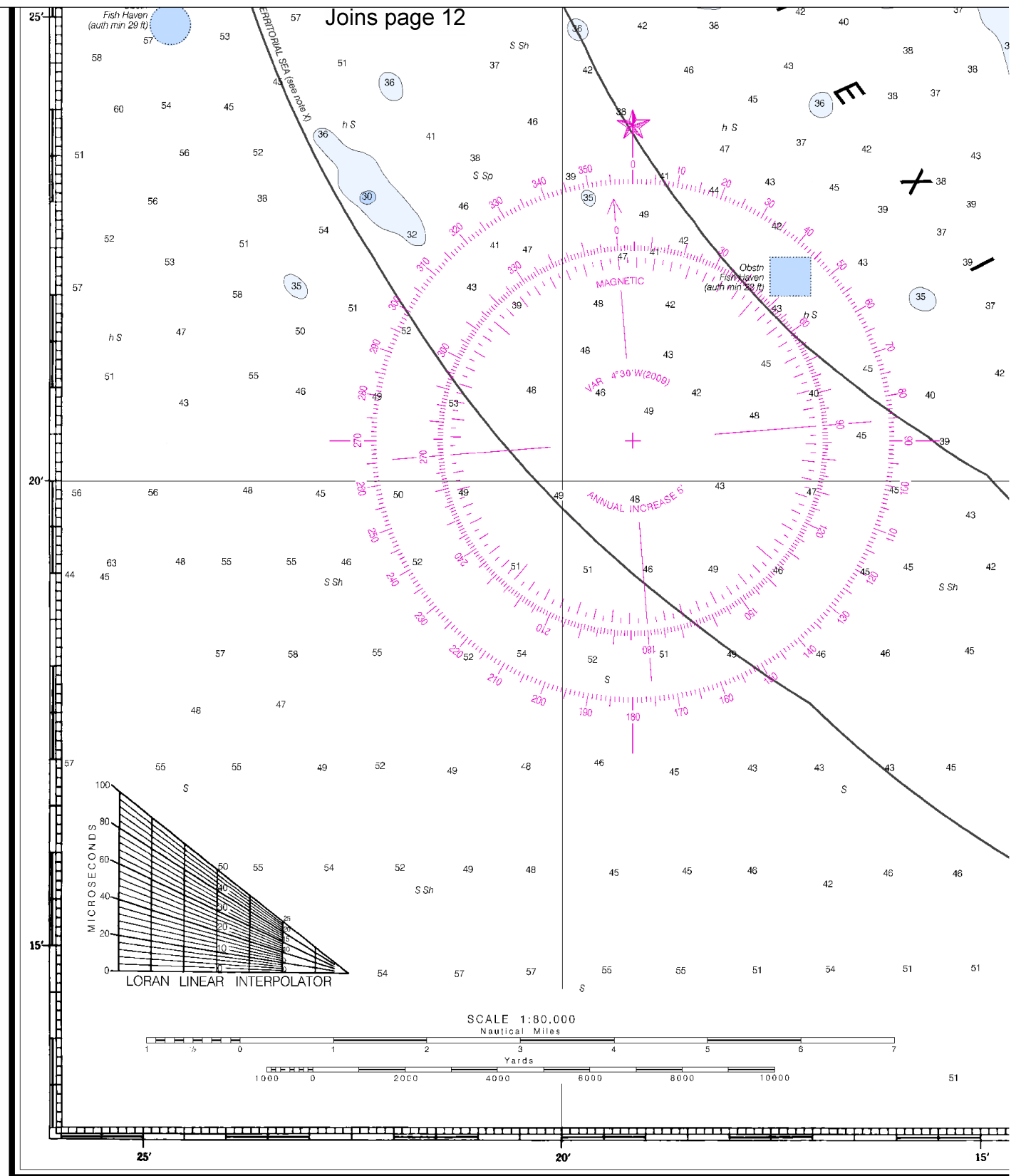
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.





38th Ed., Mar./09 ■ Corrected through NM Mar. 07/09
Corrected through LNM Mar. 03/09

11426
LORAN-C OVERPRINTED

CAUTION
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This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, and improvements to the Chief, Marine Chart Division (N/C52), Service, NOAA, Silver Spring, Maryland 20910-3282.

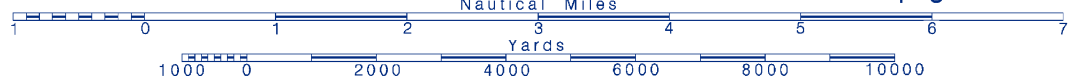
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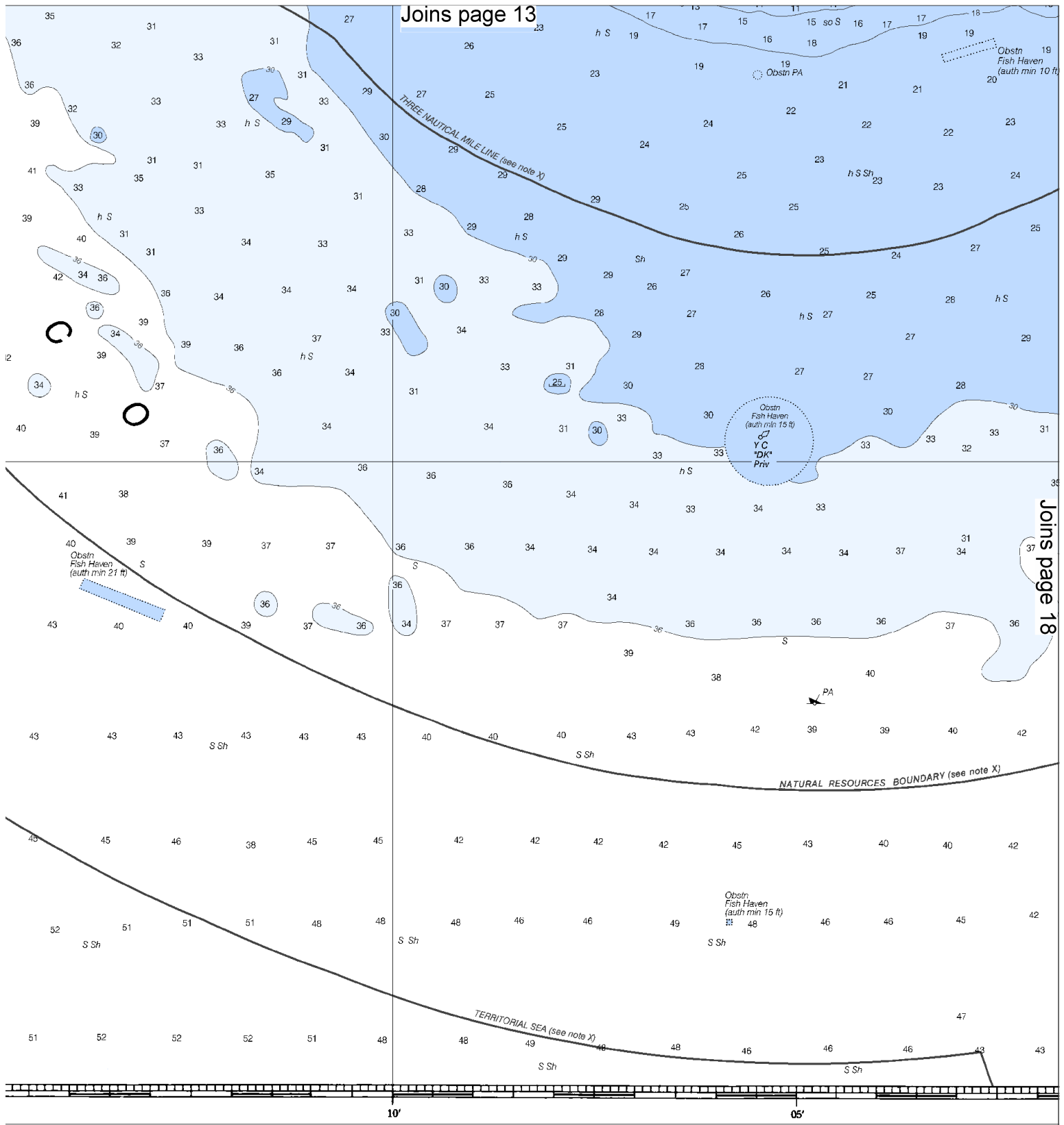


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



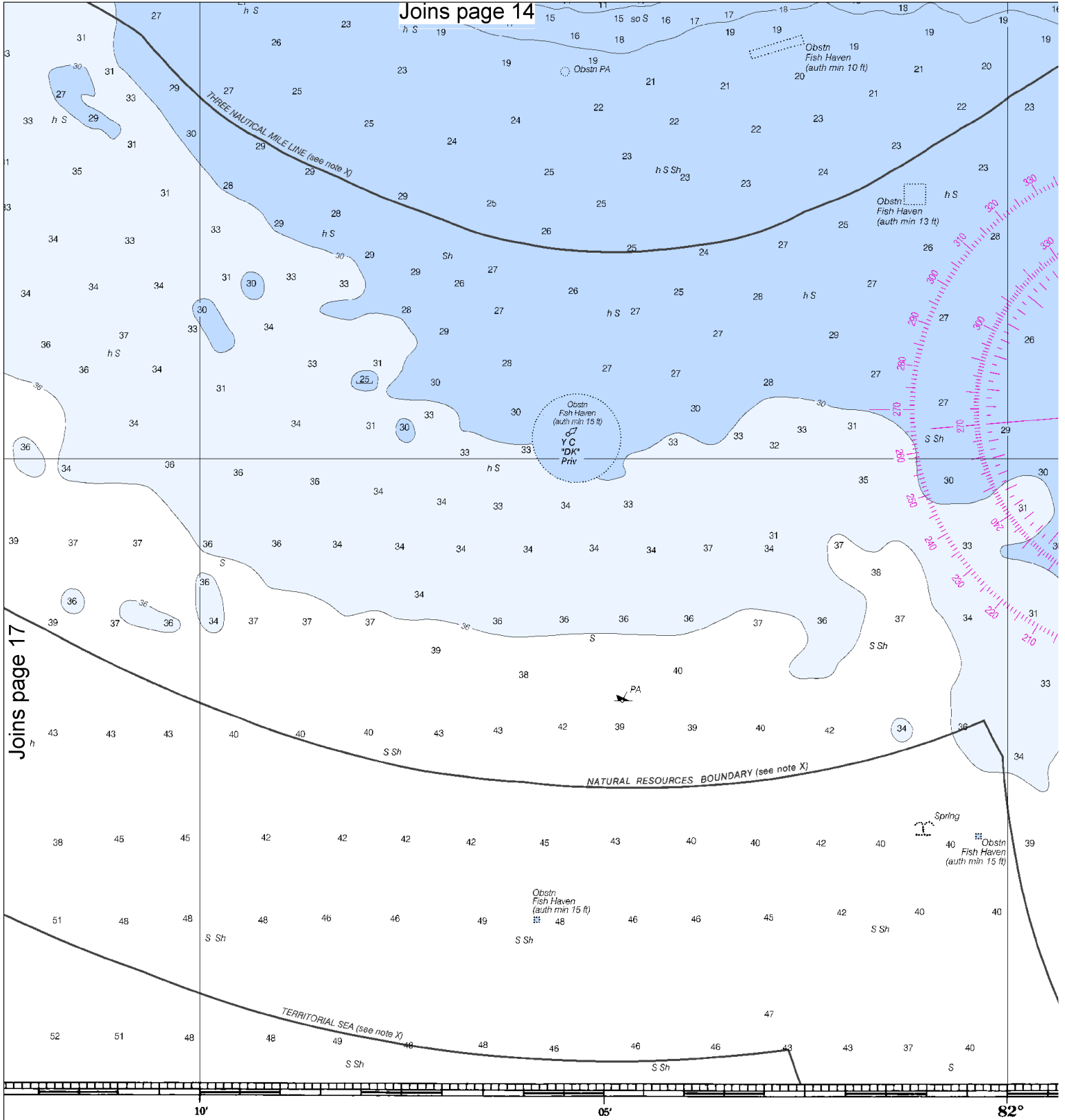


SOUNDINGS IN FEET

ation. The National
s, or comments for
y), National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS
This chart is available in a version up
by NOAA for Notices to Mariners and Critic
Charts are printed when ordered using Pri
technology. New Editions are available 5-
their release as traditional NOAA charts.
agent about Print-on-Demand charts.



NDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS
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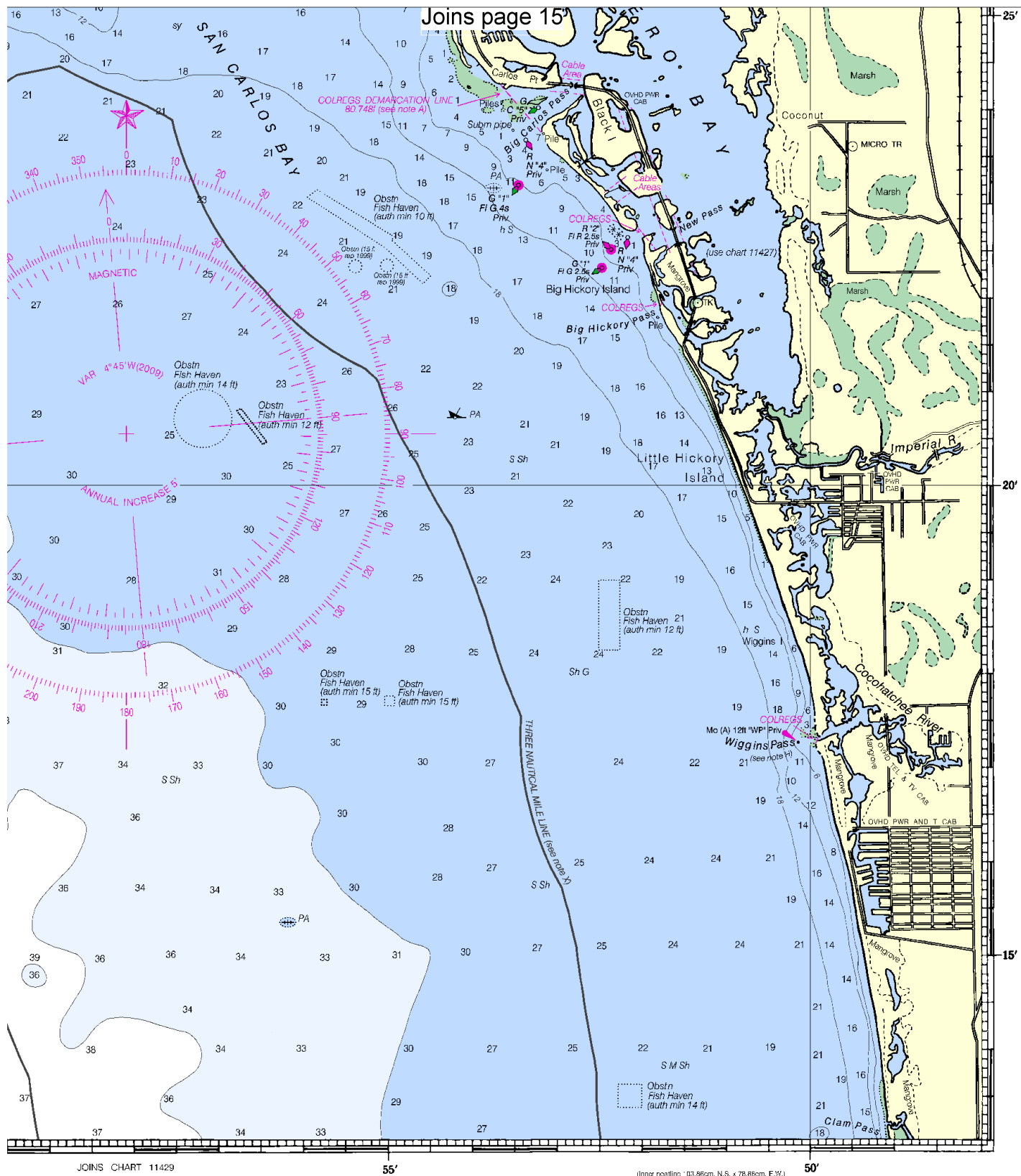


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





JOINS CHART 11429

55'

(inner roatlino = 03.86cm, N.S. x 78.86cm, E.W.)

50'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Estero Bay to Lemon Bay
SOUNDINGS IN FEET-SCALE 1:80,000

11426
LORAN-C OVERPRINTED



ED. NO. 38

NSN 7642014010191
NGA REFERENCE NO. 11BCQ1142

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Fort Myers Beach – 239-463-5754

Fort Myers Police – 239-334-4155

Cape Coral Police – 239-574-3223

Coast Guard Cortez – 941-794-1607

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.